

2024 Regular Session

HOUSE BILL NO. 348

BY REPRESENTATIVE HORTON

MTR VEHICLE/MOTORCYCLES: Authorizes drivers of certain two-wheeled vehicles to proceed through a red light under certain circumstances

1 AN ACT

2 To amend and reenact R.S. 32:232(3)(a) and (b) and to enact R.S. 32:232(3)(e), relative to
3 driver compliance with traffic-control signals; to authorize the driver of a
4 motorcycle, moped or trimobile, or bicycle or electric bicycle to proceed through an
5 intersection controlled by a vehicle-actuated traffic-control signal under certain
6 circumstances; and to provide for related matters.

7 Be it enacted by the Legislature of Louisiana:

8 Section 1. R.S. 32:232(3)(a) and (b) are hereby amended and reenacted and R.S.
9 32:232(3)(e) is hereby enacted to read as follows:

10 §232. Traffic-control signals

11 Whenever traffic is controlled by traffic-control signals exhibiting different
12 colored lights, or colored lighted arrows, successively one at a time or in
13 combination, only the colors green, red, and yellow shall be used, except for special
14 pedestrian signals carrying a word legend, and said lights shall indicate and apply to
15 drivers of vehicles and pedestrians as follows:

16 * * *

17 (3) Steady RED indication:

18 (a) Vehicular traffic facing a steady circular red signal alone shall stop at a
19 clearly marked stop line, or if none, then before entering the crosswalk on the near
20 side of the intersection, or if none, then before entering the intersection, and shall

1 remain standing until an indication to proceed is shown except as provided in
2 Subparagraph (c) and (e) of this Paragraph.

3 (b) Vehicular traffic facing a steady red arrow signal shall not enter the
4 intersection to make the movement indicated by the arrow and, unless entering the
5 intersection to make a movement permitted by another signal, shall stop at a clearly
6 marked stop line, or if none, then before entering the crosswalk on the near side of
7 the intersection, or if none, then before entering the intersection, and shall remain
8 standing until an indication permitting the movement indicated by such red arrow is
9 shown except as provided in Subparagraph (c) and (e) of this Paragraph.

10 * * *

11 (e)(i) Notwithstanding any provision of law to the contrary, including this
12 Paragraph, if the driver of a motorcycle, moped or trimobile, or bicycle or any
13 electric bicycle approaches an intersection influenced by a vehicle-actuated control,
14 the driver may proceed through the intersection on a steady red light only if the
15 driver:

16 (aa) Comes to, and maintains, a full and complete stop at the intersection for
17 two complete cycles of the traffic-control signal or for two minutes, whichever
18 occurs first.

19 (bb) Treats the traffic control device as a stop sign.

20 (cc) Determines it is safe to proceed.

21 (dd) Yields the right-of-way to pedestrians lawfully within an adjacent
22 crosswalk.

23 (ee) Yields the right-of-way to the driver of any vehicle approaching an
24 intersection from either direction.

25 (ii) For purposes of this Subparagraph, the following definitions shall apply:

26 (aa) "Cycle" means the total time to complete one sequence of signalization
27 for all movements at an intersection. In a vehicle-actuated controller system, the
28 cycle is a complete sequence of all signal indications.

1 (bb) "Vehicle-actuated control" means a system that manages the signal
2 through automatically moving vehicles. The actuated signal timing is influenced by
3 traffic demand, and it is detected through sensors at all the approaches. Two
4 complete cycles of a traffic-control signal constitutes being vehicle-actuated
5 influenced.

6 * * *

DIGEST

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

HB 348 Original

2024 Regular Session

Horton

Abstract: Authorizes the driver of a motorcycle, moped or trimobile, or bicycle or electric bicycle to proceed through an intersection controlled by a vehicle-actuated traffic control signal after waiting two light cycles or two minutes, whichever occurs first.

Present law requires vehicular traffic facing a red traffic light to stop at a clearly marked line or crosswalk, or in the absence of either, before entering an intersection, and remain standing until a green traffic light is displayed.

Present law prohibits vehicular traffic facing a red arrow signal from entering the intersection until a green arrow signal is displayed. Present law requires vehicular traffic facing a red arrow signal to stop at a clearly marked line or crosswalk, or in the absence of either, before entering an intersection, remain standing until a green arrow signal light is displayed.

Present law provides an exception for both of these provisions for vehicular traffic facing a red traffic light to cautiously enter the intersection to turn right, turn left from a one-way street into a one-way street, or to make a U-turn at a signalized U-turn after stopping under the conditions expressed above, except when a sign prohibits a turn. Present law requires such vehicular traffic to yield the right-of-way to pedestrians lawfully within an adjacent crosswalk, or any driver of a vehicle approaching on such other highway from either direction.

Proposed law creates an additional exception for the driver of a motorcycle, moped or trimobile, or bicycle or electric bicycle to proceed through an intersection influenced by a vehicle-actuated control on a steady red light when the driver:

- (1) Comes to, and maintains, a full and complete stop at the intersection for two complete cycles of the traffic-control signal or for two minutes, whichever occurs first.
- (2) Treats the traffic control device as a stop sign.
- (3) Determines it is safe to proceed.
- (4) Yields the right-of-way to pedestrians lawfully within an adjacent crosswalk.

- (5) Yields the right-of-way to the driver of any vehicle approaching an intersection from either direction.

Proposed law defines "cycle" as the total time to complete one sequence of signalization for all movements at an intersection. Specifies that in a vehicle-actuated controller system, the cycle is a complete sequence of all signal indications.

Proposed law defines "vehicle-actuated control" as a system that manages the signal through automatically moving vehicles. Also indicates that the actuated signal timing is influenced by traffic volumes and is detected through sensors at all the approaches. Further indicates that two complete cycles of a traffic-control signal constitutes being vehicle-actuated influenced.

(Amends R.S. 32:232(3)(a) and (b); Adds R.S. 32:232(3)(e))